

**STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
OFFICE OF CONSERVATION AND COASTAL LANDS
Honolulu, Hawaii**

180-Day Exp. Date: May 20, 2025

May 9, 2025

**Board of Land and
Natural Resources
State of Hawaii
Honolulu, Hawaii**

REGARDING: Conservation District Use Application (CDUA) MA-3960, for the Honoapiilani Highway Detour Route and Temporary Bridge Project

APPLICANT: State of Hawaii Department of Transportation

AGENT: Gwendolyn Rivera of Munekiyo Hiraga

LOCATION: Honokohau & Por. Honolua, Lahaina, Maui

LANDOWNERS: State of Hawaii: TMK: (2) 4-1-001:010 (portion)
Maui Land & Pineapple Company: TMK: (2) 4-2-004:032 (portion)

PROJECT AREA: Approximately 0.45 acres

SUBZONE: Resource

EXHIBITS:

1. Conservation District Subzone Map
2. Project Location and Island Map
3. Photos
4. Conceptual Bridge and Detour Road Layout Plan
5. Archaeological Properties Map
6. Temporary Bridge Construction Plan
7. Staging Areas
8. State Historic Preservation Division Letter
9. Special Management Area Permit

The Conservation District Use Application and Final Environmental Assessment are available online at <https://dlnr.hawaii.gov/occl/current-applications/>.

Summary

Along Honoapiilani Highway, the State of Hawaii Department of Transportation (HDOT) is proposing to construct a temporary bridge and detour route, along with staging areas, as part of the HDOT Honolua Bridge rehabilitation project on portions of Tax Map Keys (TMKs): (2) 4-1-001:010 and (2) 4-2-004:032. The temporary bridge, detour route, and staging areas lie within the Resource Subzone of the State Land Use Conservation District. See **Exhibit 1**.

Description of Area and Current Use

The Honolua Bridge is located on the northwest coast of Maui along Honoapiilani Highway between milepost 32.40 and 32.51 at the Honolua Stream crossing. See **Exhibit 2**. Honolua Bridge was built in 1924 and is a one-lane tee-beam reinforced concrete deck bridge that helps carry vehicular traffic north and south via Honoapiilani Highway. See **Exhibit 3**. The existing Honoapiilani Highway and Honolua Bridge are located in the State Land Use Agricultural District. Approximately half of the proposed project area lies within the Resource Subzone of the State Land Use Conservation District and will consist of a proposed detour route, temporary bridge, and construction staging area. See **Exhibit 4**.

Land uses in the vicinity of the project area include Honolua Bay/Honolua-Mokuleia Marine Life Conservation District and Pacific Ocean to the North and West, and undeveloped agricultural and conservation lands to the Northeast and East. The Kapalua Golf Course and Estates are to the South and the Kapalua and Napili Bay Resorts beyond that to the southwest.

Access to Honolua Bay is from an unpaved area makai of the highway right-of-way on the south side of Honolua Stream. An unpaved path leads to Honolua Bay which is used by residents and visitors for ocean recreation, such as surfing, swimming, and snorkeling.

The project area near Honolua Bridge is relatively flat with a slight slope downward from the north to south direction with elevations ranging from approximately 33 feet to 32.5 feet mean sea level (MSL). The highway in this area is an asphalt concrete paved roadway that has two lanes of traffic with an existing guardrail system in place, which narrows to the one-lane Honolua Bridge. The existing one-lane Honolua Bridge is approximately 24-feet in length and 18-feet in width and serves both inbound and outbound traffic on Honoapiilani Highway. Currently there are no accommodations for pedestrians or bicyclists on the existing bridge. See **Exhibit 3**.

The Honolua Stream runs below the Honolua Bridge and is approximately a 20-foot wide stream bed and is typically dry due to upstream diversions. The stream is an ephemeral stream, which flows during periods of heavy rain. The stream bed consists of basalt boulders and cobbles. See **Exhibit 3**. Papua Stream originates at an elevation of 1,600 feet and is a tributary that feeds Honolua Stream from within the 4.5 square mile watershed.

There are two areas utilized for parking located just past each end of the bridge on the makai side of the highway. These parking areas are widened areas of dirt at the road shoulder that are used by persons accessing the undeveloped trail to Honolua Bay that extends makai of the bridge to the shoreline.

Hazards

A Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) shows that the project area is in Flood Zone A, a special flood hazard area. Flood Zone A are areas that have a 1 percent annual chance of flooding.

The project area is also located in the tsunami evacuation zone.

The existing Honolua Bridge and project area are approximately 1,500 feet from the shoreline and are not located in the sea level rise exposure area (SLR-XA).

Floral and Fauna

The surrounding area of the proposed project is mostly composed of a canopy of various trees and low shrubs, vines and grasses, which form a dense under foliage. Indigenous plants in the area have been overrun by introduced plants, including koa haole, African Tulip trees, Java Plum, castor bean, and monkey pod.

The stream banks near the bridge and project area are overgrown with introduced species, such as elephant grass and koa haole saplings. In both the upstream and downstream directions, the dry stream is bordered by a forest of Java plum.

A biological survey for the project, conducted on July 27, 2015, did not observe any federally listed species within the survey or project area and this portion of Honolua Stream.

Aquatic Fauna

The biological survey and report produced for the project notes that observed or reported aquatic species in the Honolua Stream or watershed include aholehole, kupipi, ama ama, hybrid mollies, and two endemic species that utilize Honolua Stream, the oopu akupa and opaekala ole. All of these species were observed or reported within the Honolua stream either makai of the project area closer to the Honolua Bay and the Pacific Ocean, or mauka and upstream of the project site. No federally listed species were observed in Honolua Stream within the survey or project area.

The application notes that the oopu may migrate through the project area and Honolua Stream, and the stream should not be blocked or altered in a manner that would prevent oopu migration through Honolua Stream.

The project area is upstream of Honolua Bay which is part of the Honolua-Mokuleia Marine Life Conservation District.

Historical & Cultural Resources

An Archaeological Inventory Survey (AIS) was completed of the project site, which included all areas within a 150-foot radius of the center of Honolua Bridge. The AIS notes that three sites comprised of four features documented in the project area during this survey were considered significant. The significant and historic properties in the project area are listed below and can be found on **Exhibit 5**.

1. Honuaula Heiau, State Inventory of Historic Places (SIHP) 50-50-01-1471, is believed to have been used from traditional times into modern times. During a 1974 archaeological inventory survey, it was noted that construction of the government roadway had destroyed a portion of wall component of the heiau. Honuaula Heiau is located approximately 20 meters northeast (mauka) of the Honolua Bridge.
2. Honolua Stream Bridge, SIHP 50-50-01-1754 Feature 11, was built in 1924 and was assessed in 1990 as part of the Historic Bridge Inventory and Evaluation. The bridge scored relatively low and was not recommended for inclusion on the National Register of Historic Places.
3. SIHP No. 50-50-10-6812, is a water diversion wall located along the east side of Honolua Stream.

The applicant consulted with the United States Army Corp of Engineers (USACE) regarding permitting requirements and the USACE determined that the proposed project does not occur within the jurisdictional limits of a Navigable Water of the U.S. as defined by Section 10 of the Rivers and Harbors Act of 1899 or within the jurisdictional limits of a Water of the U.S. as defined by Section 404 of the Clean Water Act. The application notes that USACE will not require a Department of Army permit and Section 401 Water Quality Certification.

Proposed Use

The State of Hawaii Department of Transportation is proposing to construct a temporary bridge and detour route for Honoapiilani Highway to allow the highway to remain open while the Honolua Bridge is being rehabilitated. See **Exhibit 4**. The existing Honoapiilani Highway right-of-way (ROW) and Honolua Bridge are located outside of the State Land Use Conservation District and in the State Land Use Agricultural District.

The proposed activities in the Conservation District and outside of the Honoapiilani Highway ROW include:

Temporary Traffic Detour Road. The surface of the temporary road will be either compacted soil, gravel, or asphaltic concrete. The temporary road will be approximately 23.5-feet wide and take off from the existing highway, approximately 100-feet from the south side of the existing bridge and reconnect to the highway approximately 100-feet north of the existing bridge.

Temporary Single-lane Bridge. The temporary bridge will be installed on the makai side of the highway right-of-way (ROW) and measure 70-feet in length and 27.5-feet in width, with a single-lane 11-foot vehicle travel lane, a 15-inch shoulder on each side, and a 6-foot sidewalk with handrails. See **Exhibit 6**. The bridge is prefabricated and will be assembled on site. The temporary bridge will be attached to a temporary abutment outside of the Honolua Stream and its embankment. There is no work proposed in the stream channel.

Two Construction Staging Areas. Both construction staging areas are adjacent to the existing roadway on the makai side. Staging area 1 is located directly to the south of the temporary detour route, and staging area 2 is located directly to the north of the temporary detour route. See **Exhibit 7**

It is anticipated that the temporary bridge, detour route, and staging areas will be in operation for fourteen-months, following the commencement date of the rehabilitation of the Honolua Bridge. Following rehabilitation of the Honolua Bridge, the temporary bridge and detour route will be removed, and the area will be returned to its preconstruction condition, as practical. The applicant is proposing to resurface portions of the staging area with a 1.5-inch layer of untreated base course or alternative material.

Alternatives Considered

1. No Build. The No Build Alternative would retain the existing bridge at its current substandard condition and would not meet State and Federal Design and Seismic standards.
2. Rehabilitate the Existing One-Lane Bridge. (*preferred alternative*) The Proposed Action is to rehabilitate the Honolua Bridge in place. The proposed improvements for this alternative would include rehabilitation of the existing bridge, extending of the existing railing, roadway signage and striping, and new guardrails. The proposed action in the Conservation District includes a detour road and temporary bridge spanning Honolua Stream. The temporary bridge will be installed makai of the existing bridge to allow traffic to cross Honolua Stream. Following construction, the temporary bridge will be removed, and the area will be returned to its original condition.
3. New Two-Lane Bridge on Makai Side of Existing Bridge. A new two-lane bridge structure would be constructed on the makai side of the existing Honolua Bridge. The proposed improvements for this alternative include excavation and embankment, construction of the new bridge, adjustment to the roadway, roadway signage and striping, and guardrails and bike rails. Additionally, nearby driveway accesses may need to be adjusted to the new roadway and bridge location and alignment. A temporary detour bridge structure would not be necessary since the existing Honolua Bridge would be used until the new bridge is built. This alternative would involve demolition of a bridge structure that has been identified as potentially eligible for the National Register of Historic Places and would require adjustments to the highway in the vicinity of the bridge. In addition, community members have concerns that widening the existing bridge to two lanes would facilitate new

residential development and result in greater traffic counts and speeding in the area.

Best Management Practices

During installation of the temporary bridge and construction of the detour route, Best Management Practices (BMPs) will be implemented to mitigate any impacts from soil erosion resulting from wind and water. The BMPs proposed include the following:

- Installation of dust screens.
- Silt Fencing composed of filter fabric stretched across and attached to supporting posts.
- Dust control with water.
- Bio sock or approved equal.
- Drip pans.
- Implement Litter-Control Plan and Hazard Analysis and Critical Control Point Plan.
- Selective time for site clearing and landscape work.
- Use of “seabird-friendly” lighting.
- Installation of erosion control blankets with native vegetation.
- Installation of gravel ingress and egress.
- Washout area.

Biological Resources and Protected Species

During processing of the project’s Environmental Assessment (EA), the Division of Forestry and Wildlife (DOFAW) commented that the Hawaiian hoary bat has the potential to occur in the vicinity of the project and that during bat breeding season and that potential tree removal activities can pose a threat to young Hawaiian hoary bat pups. The applicant notes that tree trimming or removal activities and site clearing work will be scheduled to avoid disturbance to Hawaiian hoary bats. No woody plants taller than 15 feet will be disturbed, removed, or trimmed during the bat birthing and pup rearing season of June 1 through September 15. DOFAW has also advised “seabird-friendly” lighting to avoid adverse impacts to native seabirds which may overfly the project area.

The applicant states that construction Best Management Practices (BMPs) shall be implemented to minimize degradation of water quality to ensure that potential impacts to the Honolua-Mokuleia Marine Life Conservation District are avoided or minimized.

Construction activities are expected to be limited to daylight hours. However, should construction activities occur at night, seabird friendly lighting will be used to avoid adverse impacts to native seabirds which may overfly the area. Should large flood/work lights be used, they will be placed on poles high enough to allow the lights to be pointed directly downward at the ground.

To minimize or mitigate potential impacts to water quality in Honolua Stream, downstream areas, and aquatic resources, DOT and their agents will be implementing a comprehensive BMPs program during construction.

Two endemic species, oopu akupa and opaekala ole, are reported to utilize Honolulu Stream. Under typical conditions, these two endemic species are likely to be found some distance from the proposed project site, since they are characteristic of the higher stream reaches. The applicant notes that no work is proposed within the Honolulu Stream bed, so it is not anticipated that oopu migration will be impacted by the project.

The following BMPs recommended by the U.S. Fish and Wildlife Service (USFWS) will be implemented:

- Turbidity and siltation from project-related work shall be minimized and contained within the vicinity of the site through the appropriate use of effective silt containment devices and the curtailment of work during adverse tidal and weather conditions.
- No project-related materials (fill, revetment rock, pipe, etc.) should be stockpiled in the water (intertidal zones, reef flats, stream channels, wetlands, etc.) or on beach habitats.
- All debris removed from the marine/aquatic environment shall be disposed of at an approved upland or ocean dumping site.
- No contamination (trash or debris disposal, non-native species introductions, attraction of non-native pests, etc.) of adjacent habitats (reef flats, channels, open ocean, stream channels, wetlands, beaches, forests, etc.) shall result from project-related activities. This shall be accomplished by implementing a litter-control plan and developing a Hazard Analysis and Critical Control Point Plan to prevent attraction and introduction of non-native species.¹
- Fueling of project-related vehicles and equipment should take place away from the water and a contingency plan to control petroleum products accidentally spilled during the project shall be developed. Absorbent pads and containment booms shall be stored onsite, if appropriate, to facilitate the clean-up of accidental petroleum releases.
- Any under-layer fills used in the project shall be protected from erosion with stones soon after placement, as practicable.
- Any soil exposed near water as part of the project shall be protected from erosion (with plastic sheeting, filter fabric etc.) after exposure and stabilized, as soon as practicable (with native or non-invasive vegetation matting, hydro seeding, etc.).

Historic and Cultural Resources Mitigation Actions

There are multiple archaeological sites in close proximity of Honolulu Bridge. The Honuaula Heiau is of particular concern, which was impacted by the original construction of Honolulu Bridge. Remnant of the Honuaula Heiau, located mauka of the bridge, was noted as State Inventory of Historic Places 50-50-10-1471 Feature 12. No work is proposed mauka of the bridge.

The proposed project proposes to keep the historical nature of the bridge as a one-lane bridge without increasing its size while improving the safety of the bridge. Rehabilitation of the existing bridge will be done in accordance with the Secretary of the Interior

¹ see <http://www.haccpnrm.org/Wizard/default.asp>

Standards and Guidelines for the Treatment of Historic Properties. The project is not anticipated to have significant adverse impacts on cultural resources.

The Federal Highway Administration states that the project improvements have been designed to avoid the significant and historic properties Site 50-50-10-1754, Feature 6; Site 50-50-10-6812; and Site 50-50-10-1471, Feature 12.

The State Historic Preservation Officer (SHPO) concurred with HDOT's effect determination of Effect, with proposed mitigation commitments under Project No. 2019PR31792. See **Exhibit 8**. SHPD requests the verification of the fence installation prior to the start of the project and notification at the start of archaeological monitoring via email and HICRIS. Additionally, SHPD looks forward to receiving a brief archaeological monitoring letter report of findings as specified in Hawaii Administrative Rules (HAR) §13-282-3(f)(1), and within 60 days of the completion of archeological monitoring field work, SHPD looks forward to receipt of an archaeological monitoring report meeting the requirements of HAR 13-279-5 for review and acceptance.

The SHPO concurred with the FHWA's Section 106 effect determination of no adverse effect based on FHWA's commitment to 1) follow Secretary of Interior's Standards for Rehabilitation for the Honolua Stream Bridge, 2) to avoid the other three historic properties by implementing interim protection measures to ensure the sites are not inadvertently impacted during construction, and 3) to conduct archaeological monitoring for identification as well as to provide the opportunity to avoid, minimize, and or mitigate impacts to any subsurface archaeological resources within the area of potential effects (APE) during the project. The Scientific Consultant Services, Inc. produced the subject archaeological monitoring plan (AMP) and SHPD accepted it on June 7, 2024.

Natural Hazards Mitigation Actions

The proposed project involves work located within the Special Flood Hazard area of Honolua Stream and will be required to comply with Chapter 19.62 Flood hazard Area, Maui County Code, 1980, as amended. The applicant notes that a flood development permit for the project was approved by the County of Maui

The temporary bridge and detour route will be designed to maintain the hydraulic capacity of the gulch. The project will not increase exposure to tsunami hazards along Honoapiilani Highway.

Summary of Comments

The Office of Conservation and Coastal Lands referred this application to the following agencies and organizations for review and comment:

State Agencies:

- DLNR: Division of Aquatic Resources, Engineering Division, Commission on Water Resource Management, Maui District Land Office, Nā Ala Hele, Aha Moku, Division of Forestry and Wildlife, State Historic Preservation Division.
- Department of Health-Clean Water Branch

- Office of Hawaiian Affairs

County Agencies:

- Maui Planning Department
- Maui Fire Department
- Maui Police Department

Federal Agencies:

- U.S. Fish and Wildlife Service

Other Individuals and Organizations:

- Save Honolua Coalition

Additionally, notice of CDUA MA-3960 was published in the December 8, 2024, issue of *The Environmental Notice* and the CDUA was also sent to the Wailuku Public Library and is accessible online on OCCL's website to make this information readily available for those who may wish to review it.

Comments were received by the following agencies and individuals and summarized by Staff as follows:

Engineering Division:

The rules and regulations of the National Flood Insurance Program, Title 44 of the Code of Federal Regulations (44 CFR), are in effect when development falls within a Special Flood Hazard Area. State projects are required to comply with 44 CFR regulations as stipulated in Section 60.12.

Applicant's Response:

The Federal Emergency Management Agency's Flood Insurance Rate Maps for the area indicates the project site is located in Flood Zone A, a special flood hazard area subject to inundation by the one percent annual chance flood where no base flood elevations have been determined. A flood development permit for the project was approved by the County of Maui and will comply with 44 CFR, Chapter 19.42 and all other local community flood ordinances.

Commission on Water Resource Management:

CWRM recommends that approvals for this project be conditioned upon a review by the State Department of Health and the developer's acceptance of any resulting requirements related to water quality. Additionally, CWRM recommends the use of Best Management Practices (BMPs) for stormwater management to minimize the impact of the project to the existing area's hydrology while maintaining on-site infiltration and preventing polluted runoff from storm events.

Applicant's Response:

A copy of the CDUA has been provided to the State Department of Health for review, and HDOT will comply with all resulting requirements related to water quality. Construction of

the detour route will involve minor grubbing and grading. During construction, appropriate BMPs, including those recommended by other agencies, will be implemented to ensure stormwater runoff is properly contained. These include, but are not limited to, the following:

- Any under-layer fills used in the project shall be protected from erosion with stones (or core-Joe units), as soon after placement as practicable.
- Any soil exposed near water as part of the project shall be protected from erosion (with plastic sheeting, filler fabric, etc.) after exposure and stabilized, as soon as practicable (with native or non-invasive vegetation matting, hydro seeding, etc.)
- Design bridge abutments to minimize disturbing access to stream banks and place abutments outside of the floodplain, whenever possible.
- Specify erosion control measures in construction plans.
- Avoid side casting of road materials into streams.
- Design the structure to maintain or replicate natural stream channel and flow conditions to the greatest extent practicable. The structure should be able to pass peak flows in accordance with state and federal regulations. Ensure sufficient hydrological data have been collected.
- Temporary sediment basins, silt fences, stabilized construction entrances, and truck wash-down areas will be used to minimize the potential for soil loss and erosion hazards.

Maui Planning Department:

The Department of Planning, County of Maui approved SMA Use Permit SM120200013 subject to 4 standard conditions and 11 project specific conditions on February 27, 2024. See **Exhibit 9**.

Applicant's Response:

HDOT acknowledges the comment and that the SMA Use Permit, SM1 2020-0013 was approved.

Maui Police Department:

The Maui Police Department is concerned with the impact on beach access and parking during the project and encourage HDOT to consider additional measures to address safety concerns, such as the implementation of clear signage to direct visitors to alternate parking areas, potential increased law enforcement presence to monitor parking behavior, and perhaps even providing a temporary pedestrian pathway along the detour route to ensure safety for foot traffic. Furthermore, the Maui Police Department believes it would be beneficial if HDOT provides more detailed information regarding the timeline and specific phases of the construction to allow local residents, business owners, and beachgoers to plan accordingly to minimize disruptions.

Applicant's Response:

HDOT acknowledges concerns about the project's impacts on beach access and parking and will implement temporary traffic control signage to alert drivers of the construction area and will provide a temporary pedestrian pathway along the detour route to ensure safety for foot traffic. The new roadway will include a 15-inch shoulder on both sides and a 6-foot sidewalk with handrails for pedestrian safety. HDOT will coordinate with law enforcement to monitor parking behavior and enhance compliance.

Construction will take approximately fourteen months to complete. The temporary detour route and Honoapiilani Highway will remain open throughout construction. Beach access width will be reduced, but access will still be available. Limited road-side parking will be available. The access and area used for the detour route will be restored to preconstruction conditions, as much as possible, except the unpaved parking area, which will be graveled.

Department of Health Clean Water Branch:

Please utilize the DOH-CWB Standard Comments regarding your project's responsibilities to maintain water quality and any necessary permitting.

Applicant's Response:

The proposed project will comply with the requirements and recommendations provided, as applicable.

Analysis

On November 21, 2024, the Department notified the applicant that:

1. The proposed use is an identified land use in the Resource subzone of the Conservation District, pursuant to the Hawaii Administrative Rules (HAR) § 13-5-22, P-6 PUBLIC PURPOSE USES (D-1) *Not for profit land uses undertaken in support of a public service by an agency of the county, state, or federal government, or by an independent nongovernmental entity, except that an independent non-governmental regulated public utility may be considered to be engaged in a public purpose use. Examples of public purpose uses may include but are not limited to public roads, marinas, harbors, airports, trails, water systems and other utilities, energy generation from renewable sources, communication systems, flood or erosion control projects, recreational facilities, community centers, and other public purpose uses, intended to benefit the public in accordance with public policy and the purpose of the conservation district.* Please be advised, however, that this finding does not constitute approval of the proposal; Please be advised, however, that this finding does not constitute approval of the proposal.

2. Pursuant to HAR §13-5-40(a), a Public Hearing will not be required. However, the Chairperson has the authority to require a public hearing should the public interest necessitate a public hearing on the application;
3. In conformance with the Hawaii Revised Statutes (HRS), Chapter 343, as amended, and HAR Chapter 11-200.1, the Final Environmental Assessment has been reviewed and accepted by the Hawaii Department of Transportation. The Finding of No Significant Impact (FONSI) was published in the September 8, 2018, issue of the Environmental Notice; and,
4. Pertaining to the Special Management Area (SMA) requirements, the Maui Planning Commission approved SMA Use Permit SM120200013 subject to 4 standard conditions and 11 project specific conditions on February 27, 2024. See **Exhibit 9**.

Conservation Criteria

The following discussion evaluates the merits of the proposed land use by applying the criteria established in §13-5-30, HAR.

- 1) *The proposed use is consistent with the purpose of the Conservation District.*

The objective of the Conservation District is to conserve, protect and preserve the important natural and cultural resources of the State through appropriate management and use to promote their long-term sustainability and public health, safety, and welfare.

The proposed temporary bridge and detour route provides a safe route for the traveling public during the Honolua Bridge rehabilitation. Upon completion of the rehabilitation of Honolua Bridge, the temporary bridge crossing will be removed, and the areas within the Conservation District will be returned to its previous state, as practicable. Long-term impacts to the land and physical environment are not anticipated.

- 2) *The proposed land use is consistent with the objectives of the Subzone of the land on which the use will occur.*

The objective of the Resource Subzone is to ensure, with proper management, the sustainable use of the natural resources of those areas. The proposed use is an identified land use in the Resource subzone of the Conservation District, pursuant to the Hawaii Administration Rules (HAR) § 13-5-22, P-6 PUBLIC PURPOSE USES, (D-1) *Not for profit land uses undertaken in support of a public service by an agency of the county, state, or federal government, or by an independent non-governmental entity, except that an independent non-governmental regulated public utility may be considered to be engaged in a public purpose use. Examples*

of public purpose uses may include but are not limited to public roads, marinas, harbors, airports, trails, water systems and other utilities, energy generation from renewable sources, communication systems, flood or erosion control projects, recreational facilities, community centers, and other public purpose uses, intended to benefit the public in accordance with public policy and the purpose of the conservation district.

Once the Honolua Bridge rehabilitation is complete, the temporary bridge and detour route will be removed, and the Conservation District area and highway right-of-way shall be restored to its preconstruction condition, as feasibly as possible.

- 3) *The proposed land use complies with the provisions and guidelines contained in Chapter 205A, HRS entitled “Coastal Zone Management”, where applicable.*

Staff believes the proposal will comply with the provisions and guidelines of HRS Chapter 205A. As this is a rehabilitation project, the proposed use does not conflict and is consistent with CZM objectives and policies to protect such resources and activities such as recreational use, scenic and open space, coastal ecosystems, and beach protection. SHPD has determined there will be no historic properties affected.

The County Maui Planning Department issued a Special Management Area Permit, SM120200013, subject to 4 standard conditions and 11 project specific conditions on February 27, 2024. See **Exhibit 9**.

- 4) *The proposed land use will not cause substantial adverse impact to existing natural resources within the surrounding area, community, or region.*

Impacts to resources will be avoided through implementation of a comprehensive BMPs program during construction. As such, no long-term adverse impacts to existing natural resources are anticipated.

No federally endangered or threatened species were encountered during the biological survey, and none are anticipated to utilize stream habitats in the project area.

To minimize impacts to aquatic resources, rehabilitation of Honolua Bridge and construction of the detour route and temporary bridge will not involve work within the Honolua Stream.

- 5) *The proposed land use, including building, structures and facilities, shall be compatible with the locality and surrounding areas, appropriate to the physical conditions and capabilities of the specific parcel or parcels.*

The Honolua Bridge was constructed and been in use since 1924. It allows for the safe crossing of Honolua Stream for vehicular access along Honoapiilani Highway.

The purpose of the proposed temporary bridge and detour route is to allow for continued use of Honoapiilani Highway while the Honolua Bridge is being rehabilitated and brought up to current federal and state design standards.

Following the rehabilitation of the Honolua Bridge, the temporary bridge and detour route will be removed and restored to its pre-construction condition, to the extent practicable.

- 6) *The existing physical and environmental aspects of the land, such as natural beauty and open space characteristics, will be preserved or improved upon, whichever is applicable.*

The beauty of the area and open space characteristics will not be affected upon completion of the project as no permanent structures are proposed in the Conservation District

- 7) *Describe how subdivision of land will not be utilized to increase the intensity of land in the Conservation District.*

No subdivision of land is proposed for this project

- 8) *The proposed land use will not be materially detrimental to the public health safety, and welfare.*

The proposed temporary construction detour route will support the completion of much needed repair work to the Honolua Bridge that currently does not meet State and Federal highway design standards. The proposed temporary construction detour route will promote public health, safety, and welfare by allowing detoured access during the rehabilitation of the permanent bridge within the highway right of way.

Cultural Impact Analysis

A Cultural Impact Assessment was conducted in April 2017 by Cultural Surveys Hawaii to evaluate potential effects of the Honolua Stream Bridge Rehabilitation project on traditional and ongoing cultural practices. The assessment involved historical research, archaeological reviews, and interviews with knowledgeable community members.

Traditional Hawaiian Practices:

This cultural impact assessment found evidence of traditional religious sites, in the study area namely the Honuauia Heiau and associated Features located near the Honolua Stream Bridge. In addition, there are several other recorded historic sites of various functions located in the study area. Traditional agricultural practices including lo'i agriculture, also took place in the study area. Subsistence practices such as forest plant and stream resource collection were found to have also taken place. The traditional sport of surfing continues at Honolua Bay. Honolua Bay boasts a world class surf break which draws surfers and spectators from Maui around the world.

The proposed rehabilitation of Honolua Bridge, temporary detour route, and temporary bridge is not expected to affect existing coastal recreation areas such as Honolua Bay. However, during construction there may be temporary disruption of access to Honolua Bay and a reduction of parking for the public. After the rehabilitation to Honolua Bridge is complete and the temporary bridge and detour route are removed, the area will be restored to preconstruction conditions, as practicable.

Ka Paakai Analysis

A Ka Paakai Analysis is a legal framework used in Hawaii to assess how a proposed land use or development might affect Native Hawaiian traditional and customary rights. It originates from the Ka Paakai o ka Aina v. Land Use Commission case (2000), in which the Hawaii Supreme Court established a structured method for state and county agencies to evaluate and protect these rights. The three parts of the Ka Paakai Analysis are reviewed below:

Identification of cultural practices and resources

Several cultural practices take place near the project area, including surfing, subsistence fishing (using pole and throw net), and diving. Additionally, traditional aina-based practices, such as those connected to heiau (sacred site) ceremonies, lo'i kalo and dry land agriculture are associated within the area.

Assessment of impacts on these practices

No individuals consulted as part of the surveys and information gathered for the project's Cultural Impact Assessment identified that cultural practices occur in the project area. The project may cause temporary delays to cultural practitioners attempting to access sites for such activities; however, once the work is completed, it is anticipated that access to the site or sites where cultural practices may occur should return to pre-project or pre-construction patterns. The project is not expected to interfere with any of the cultural practices mentioned above on a long-term basis.

Actions needed to protect these practices

Specific mitigation measures may not be necessary for this project; however, a condition of this authorization will state: The permittee acknowledges that the approved work shall not hamper, impede, or otherwise limit the exercise of traditional, customary, or religious practices of native Hawaiians in the immediate area, to the extent the practices are provided for by the Constitution of the State of Hawaii, and by Hawaii statutory and case law. See proposed Condition #17 below.

Discussion

The State of Hawaii Department of Transportation is proposing to construct a temporary bridge structure spanning Honolua Stream, a temporary detour road, and two staging areas on portions of TMKs (2) 4-1-001:010 and (2) 4-2-004:032. The proposed temporary structures will be installed makai of the existing bridge to allow the highway to remain open while the Honolua Bridge undergoes rehabilitation. Based on the State Bridge Preservation Program Assessment, the existing Honolua Bridge has a National Bridge Inventory sufficiency rating of 42.2 based on a 100-point scale. Any score below 50 warrants replacement, or rehabilitation to increase the assessment score above 50 points according to the preservation guidelines.

The proposed upgrade to Honolua Bridge will consist of the structure remaining 18-feet wide and improved with one 12-foot-wide travel lane, one 5-foot-wide shoulder for pedestrian and bike travel on the makai side, one 1-foot-wide shoulder on the mauka side, and bridge rails on the makai bridge parapet. The long-term benefits of the completed project will enhance the movement of goods and services, contributing to the general health of the economy.

Staff believes the project will be beneficial to the public because the improvements will allow for the existing Honolua Bridge to be rehabilitated to meet current American Association of State Highway Transportation Officials standards and specifications for highway bridges, in terms of geometrics, weight load capacity and hydraulic capacity.

During construction Standard Best Management Practices will be observed. Within the CDUA and FEA, the applicant has identified several mitigative measures, conditions, and practices to ensure the proposal will have minimal effects on the natural and cultural resources. HDOT will implement temporary traffic control signage to alert drivers of the construction area.

After reviewing the comments, conducting consultations, and evaluating the Final Environmental Assessment, OCCL recommends the following conditions be included in the permit:

- To minimize potential impacts to the Hawaiian hoary bat, site clearing should be timed to avoid disturbance to breeding bats. Woody plants greater than 15 feet tall should not be disturbed, removed, or trimmed during the bat birthing and pup

rearing season (June 1-September 15). Night-time construction on the site during the seabird fledgling season shall not be conducted (September 15-December 15). All outdoor lighting shall be fully shielded and dark sky compliant.

- A temporary pedestrian pathway along the detour route will be provided to ensure safety for foot traffic.
- The three historic properties, State Inventory of Historic Properties (SIHP) 50-50-10-1754, SIHP 50-50-10-6812, and SIHP 50-50-10-1471 shall be avoided by implementing interim protection measures. An approximate 4-foot-high protective fencing, made of orange mesh with wooden/rebar stakes shall be installed around SIHP 50-50-10-1754 prior to the start of the project. The location of the fence shall be noted on the construction drawings at the edge of the leased construction parcel.
- A qualified archaeological monitor shall be present during ground-disturbing activities and an archaeological monitoring letter report of any findings shall be submitted within 60 days of the completion of the archaeological monitoring fieldwork. Prior to the start of the project, SHPD shall be emailed to indicate the start of archaeological monitoring and to provide verification photos of the fence installation around SIHP 50-50-10-1754.
- There are two staging areas, staging area one is located directly to the south of the temporary detour route and is privately owned, and staging area two is owned by the State. The applicant is using gravel in the staging areas for dust control during construction with the intent to leave it in place. OCCL recommends the gravel be removed and restored to its preconstruction condition, as this is not an official managed parking area.

Based on the information provided, staff believes the project will have negligible adverse environmental or ecological effects provided that best management practices and mitigation measures, as described in the application and environmental assessment, are fully implemented.

Recommendation

Based on the preceding discussion, staff recommends that the Board of Land and Natural Resources approve Conservation District Use Permit MA-3960 for the proposed Honoapiilani Highway Detour Route, Temporary Bridge, and associated temporary improvements located at Honolua, Lahaina, island of Maui, Tax Map Key: (2) 4-1-001:010 (portion) & (2) 4-2-004:032 (portion), subject to the following standard and special conditions (11-14 and 19-26):

1. The permittee shall comply with all applicable statutes, ordinances, rules, and regulations of the federal, state, and county governments, and applicable parts of this chapter;
2. The permittee shall comply with all applicable department of health administrative rules;
3. Unless otherwise authorized, any work or construction to be done on the land shall be initiated within one year of the approval of such use, in accordance with construction plans that have been signed by the chairperson and shall be completed within three years of the approval of such use. The permittee shall notify the department in writing when construction activity is initiated and when it is completed;
4. All representations relative to mitigation set forth in the accepted environmental assessment or impact statement for the proposed use are incorporated as conditions of the permit;
5. The permittee understands and agrees that the permit does not convey any vested right(s) or exclusive privilege;
6. In issuing the permit, the department and board have relied on the information and data that the permittee has provided in connection with the permit application. If, subsequent to the issuance of the permit such information and data prove to be false, incomplete, or inaccurate, this permit may be modified, suspended, or revoked, in whole or in part, and the department may, in addition, institute appropriate legal proceedings;
7. Provisions for access, parking, drainage, fire protection, safety, signs, and changes on the landscape shall be provided;
8. Obstruction of public roads, trails, lateral shoreline access, and pathways shall be avoided or minimized. If obstruction is unavoidable, the permittee shall provide alternative roads, trails, lateral beach access, or pathways acceptable to the Board;
9. During construction, appropriate mitigation measures shall be implemented to minimize impacts to off-site roadways, utilities, and public facilities;
10. Before proceeding with any work authorized by the department or the board, the permittee shall submit four copies of the construction plans and specifications to the chairperson or an authorized representative for approval for consistency with the conditions of the permit and the declarations set forth in the permit application. Three of the copies will be returned to the permittee. Plan approval by the chairperson does not constitute approval required from other agencies;
11. The permittee shall include a temporary pedestrian pathway along the detour route to ensure safety for foot traffic;

12. The permittee shall remove the temporary detour route and temporary bridge once the rehabilitation of Honolua Bridge is complete, and the area will be returned to its preconstruction condition, as practical;
13. To minimize potential impacts to the Hawaiian hoary bat, site clearing should be timed to avoid disturbance to breeding Hawaiian hoary bats; woody plants greater than 15 feet (4.6 meters) tall should not be disturbed, removed, or trimmed during the bat birthing and pup rearing season (June 1 through September 15);
14. To minimize potential impacts to night-flying Hawaiian seabirds that may fly over or use the area, the permittee shall not conduct night-time construction on the site during the seabird fledgling season (September 15 to December 15) and shall ensure that all outdoor lighting (if any) is fully shielded and dark sky compliant;
15. Any replanting shall be appropriate to the site location and shall give preference to plant materials that are endemic or indigenous to Hawaii. The introduction of invasive plant species is prohibited;
16. The permittee shall obtain a county building or grading permit or both for the use prior to final construction plan approval by the department;
17. The permittee acknowledges that the approved work shall not hamper, impede, or otherwise limit the exercise of traditional, customary, or religious practices of native Hawaiians in the immediate area, to the extent the practices are provided for by the Constitution of the State of Hawaii, and by Hawaii statutory and case law;
18. The permittee shall ensure that their agents install and maintain the signs, lights and barricades and other safety equipment during the construction phase of the project;
19. Upon completion of construction, the permittee shall remove all gravel material from the staging areas and restore the site to its original condition;
20. Artificial light from exterior lighting fixtures, including but not limited to floodlights, up lights, or spotlights used for decorative or aesthetic purposes, shall be prohibited if the light directly illuminates or is directed to project across property boundaries toward the shoreline and ocean waters, except as may be permitted pursuant to section 205A-71, HRS. All exterior lighting shall be shielded to protect the night sky;
21. The permittee shall avoid the three historic properties, SIHP 50-50-10-1754, Feature 6 (discontinuous basalt wall), SIHP 50-50-10-6812 (water diversion wall), and SIHP 50-50-10-1471, Feature 12 (Honuaula Heiau), by implementing interim protection measures to ensure the sites are not inadvertently impacted during construction;
22. The permittee shall install an approximately 4-foot-high protective fencing, made of orange mesh with wooden/rebar stakes, around SIHP No. 50-50-10-1754,

Feature 6, with a 12.74-foot-wide buffer, prior to the start of the project, and the location of the fence shall be noted on the construction drawings at the edge of the leased construction parcel;

23. The permittee shall submit an archaeological monitoring letter report of any findings, as specified in in Hawaii Administrative Rules (HAR) §13-282-3(f)(1), within 60 days of the completion of archeological monitoring field work;
24. A qualified archaeological monitor shall be present during ground-disturbing activities;
25. The permittee shall provide verification photos of the above fence installation and the start of archaeological monitoring to SHPD and OCCL via email, prior to the start of the project;
26. The permittee shall follow Secretary of Interior's Standards for Rehabilitation for the Honolua Stream Bridge;
27. Should historic remains such as artifacts, burials or concentration of charcoal be encountered during construction activities, work shall cease immediately in the vicinity of the find, and the find shall be protected from further damage. The contractor shall immediately contact HPD ((808) 692-8015), which will assess the significance of the find and recommend an appropriate mitigation measure, if necessary;
28. Other terms and conditions as prescribed by the chairperson; and,
29. Failure to comply with any of these conditions shall render a permit void under the chapter, as determined by the chairperson or board.

Respectfully submitted,



Kariann Stark, Staff Planner
Office of Conservation and Coastal Lands

MC

Approval for submittal:



Dawn N.S. Chang, Chairperson
Board of Land and Natural Resources

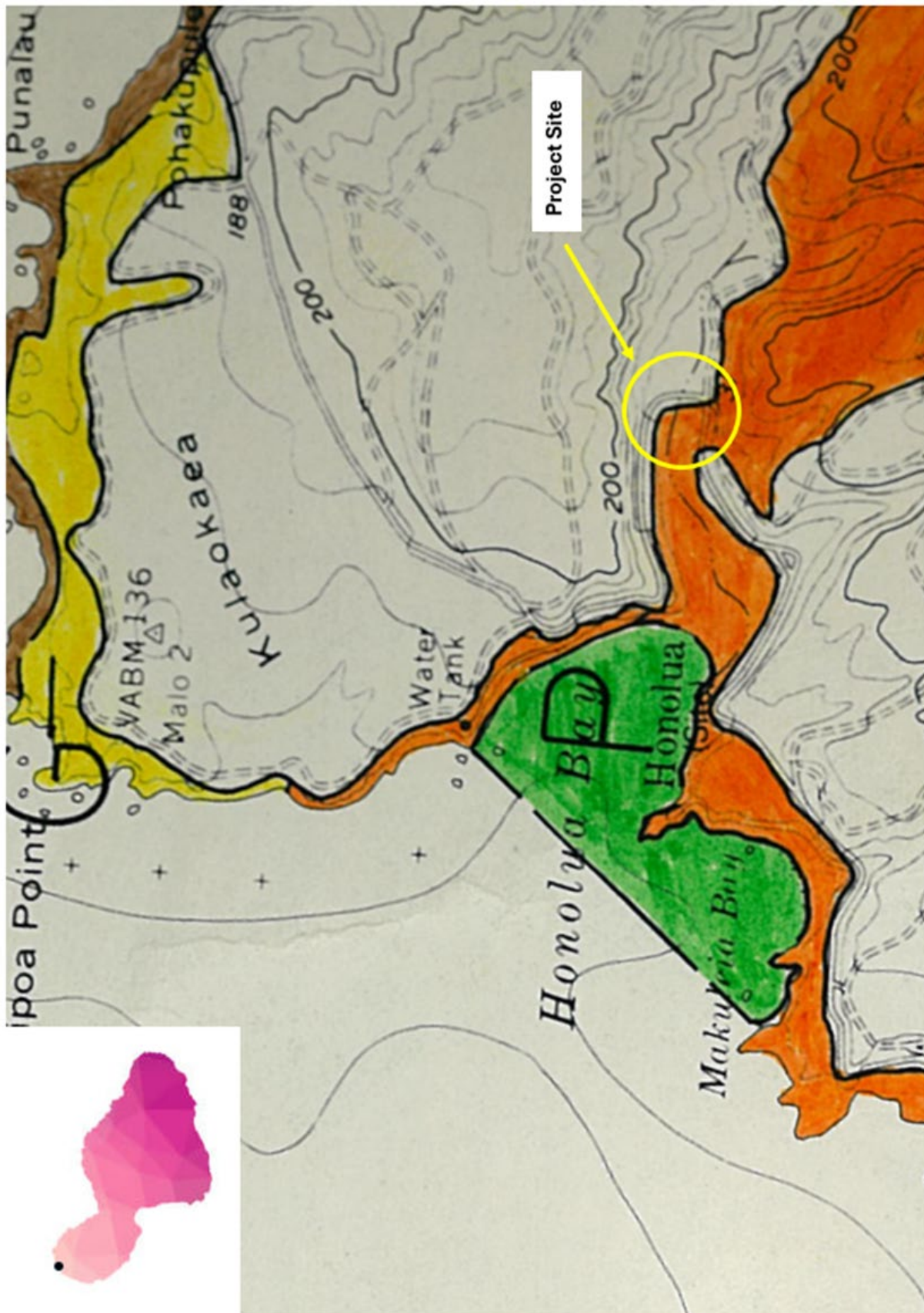


Exhibit 1: Conservation District Subzone Map (Orange: Resource, Green: Protected, Yellow: General, Brown: Limited)



Google Earth Pro

Exhibit 2: Project Location and Island Map



Google Earth Pro

Exhibit 2: Project Location and Island Map

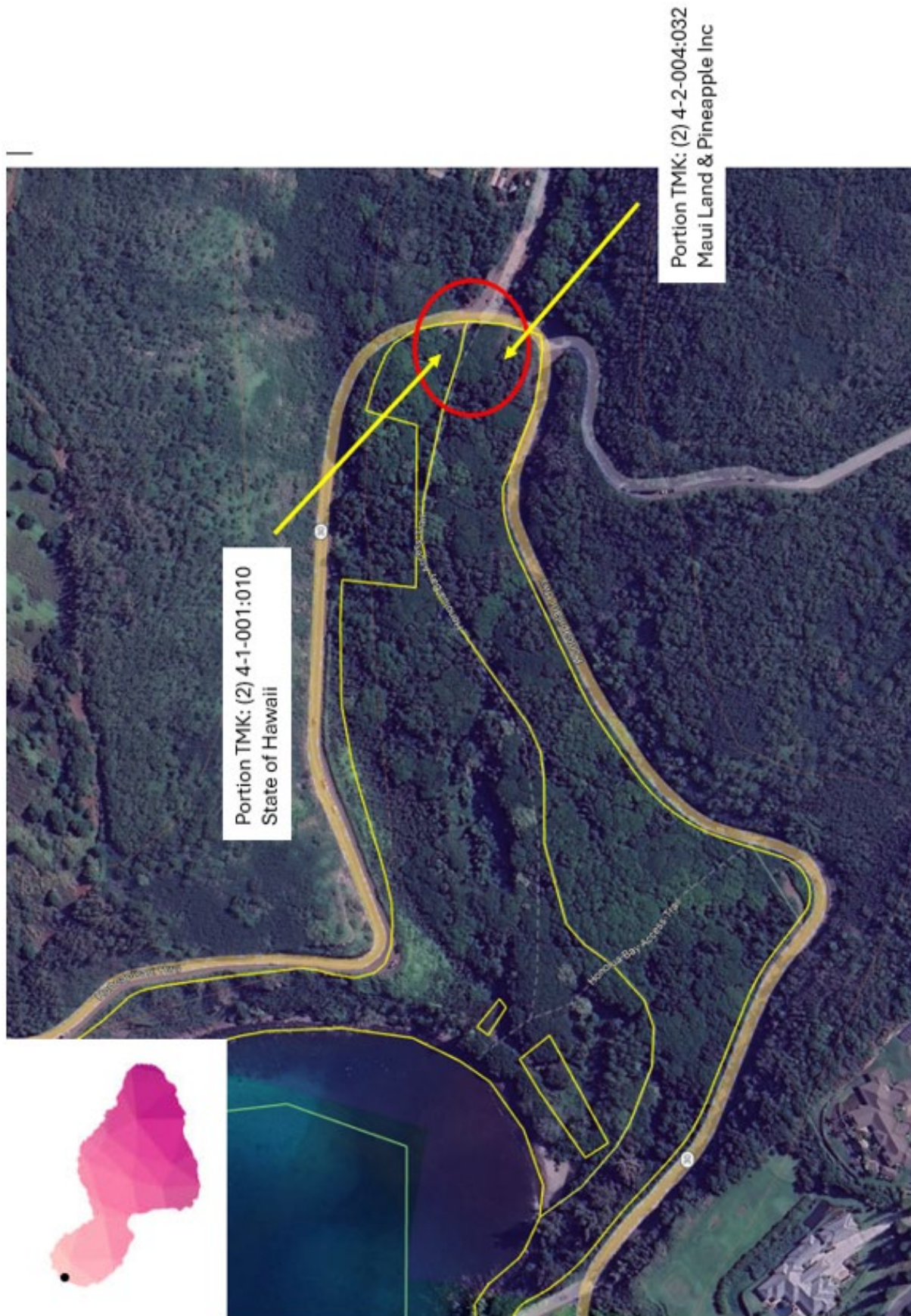


Exhibit 2: Project Location and Island Map



Exhibit 3: Existing Bridge Photos



Exhibit 3: Existing Under Bridge Photos

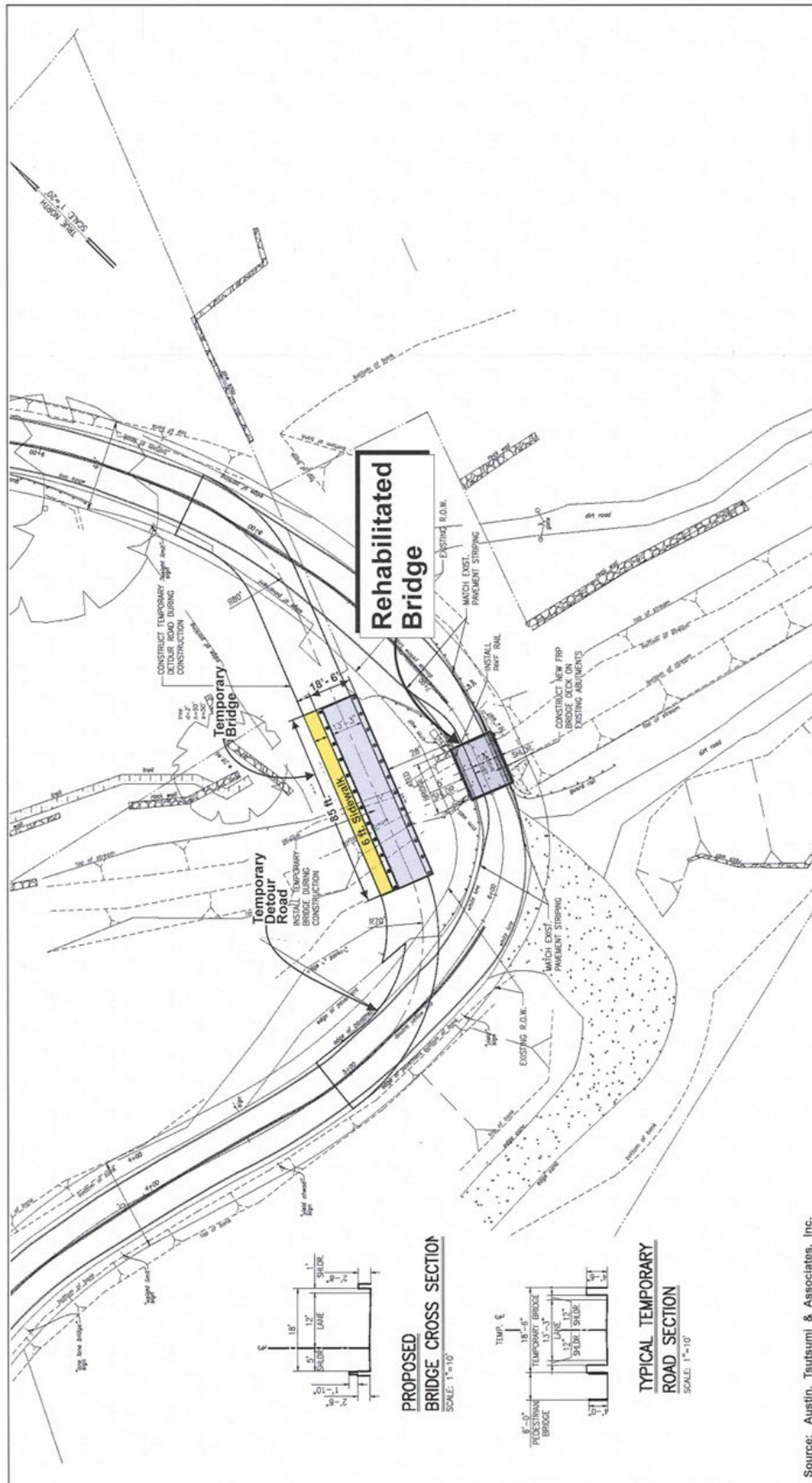


Exhibit 4: Conceptual Bridge and Detour Road Layout Plan

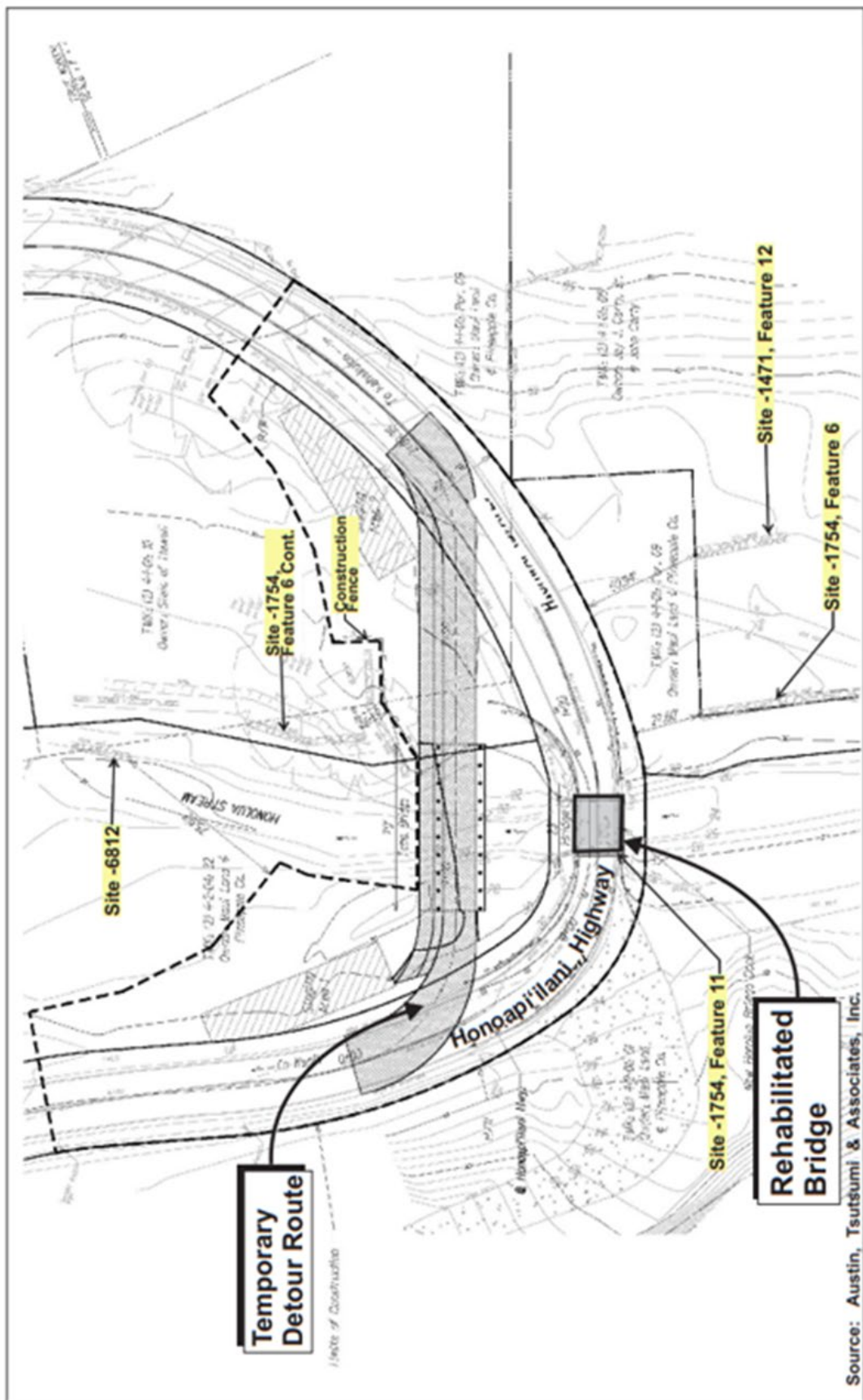


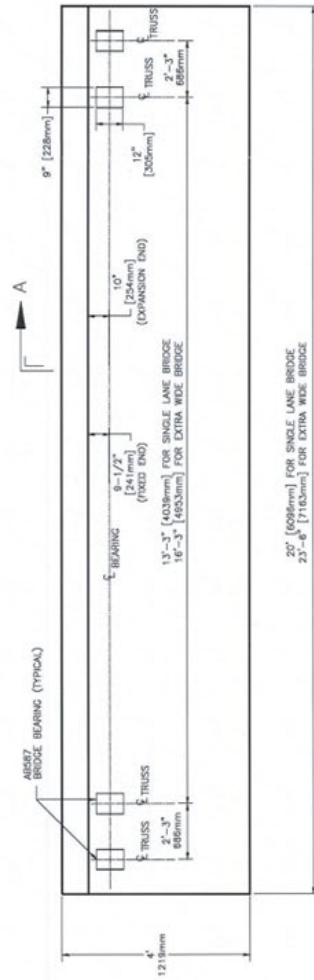
Exhibit 5: Archaeological Properties Map



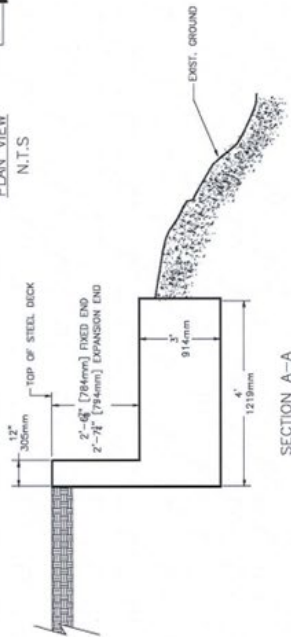
Temporary Bridge and Pedestrian Walkway



Anchor Detail



PLAN VIEW
N.T.S.



NOTE:
THIS IS A TYPICAL ABUTMENT.
SOIL CONDITIONS MAY DICTATE
DIMENSIONS. DIMENSIONS
SHOWN ARE MINIMUMS.
DIMENSIONS MAY VARY
AFTER BRIDGE IS IN PLACE.

Source: ACROW Bridge

Exhibit 6: Temporary Bridge Construction Plan

JOSH GREEN, M.D.
GOVERNOR | KE KIA AINA
SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA AINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA

STATE HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING
601 KAMOKILA BLVD, STE 555
KAPOLEI, HAWAII 96707

DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT
RYAN K.P. KANAKA'OLE
FIRST DEPUTY
DEAN D. UYENO
ACTING DEPUTY DIRECTOR - WATER
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

August 22, 2024

Edwin H. Sniffen
Director of Transportation
State of Hawai'i, Department of Transportation
869 Punchbowl Street
Honolulu, Hawai'i 96813-5097
Email Reply to: Andrew.j.Hirano@hawaii.gov
Electronic Transmittal Only, No Hard Copy to Follow

IN REPLY REFER TO:
Project No.: 2019PR31792
Doc No.: 2408SH12
Archaeology
Architecture

Dear Edwin Sniffen:

**SUBJECT: Hawai'i Revised Statutes (HRS) Chapter 6E-8 Historic Preservation Review –
Initiation of Consultation and Request for Concurrence with the Effect Determination
Honoapiilani Highway, Rehabilitation of Honolua Bridge
HDOT Ref. No. HWY-DS 2.20533
Honolua Ahupua'a, Kā'anapali District, Island of Maui
TMK: (2) 4-1-001:010 por., (2) 4-1-999:999 por., (2) 4-2-004:032 por., (2) 4-2-999:999 por.**

The State Historic Preservation Division (SHPD) received a letter dated May 13, 2024 from the State of Hawai'i, Department of Transportation (HDOT) to initiate the HRS Chapter 6E historic preservation review and to request the SHPD's concurrence with the effect determination for the Honoapiilani Highway, Rehabilitation of Honolua Bridge project on the island of Maui. The SHPD received this submittal on May 1, 2024 (HICRIS Submission No. 2019PR31792.007).

The proposed HDOT project will receive funding from the Federal Highway Administration (FHWA) and is therefore a federal undertaking as defined in 36 CFR 800.16(y); the undertaking is subject to compliance with Section 106 of the NHPA. In a letter dated April 14, 2021, the State Historic preservation Officer (SHPO) concurred with a Section 106 effect determination of *no adverse effect* based on FHWA's commitments as outlined in the SHPD letter (SHPD Doc. No.: 2104SH08). The project is also subject to compliance with HRS Chapter 6E.

According to the document received, the proposed project will be located in Honolua at the existing bridge crossing Honolua Stream (HDOT Bridge Inventory No. 009000300300346), approximately 4 miles north of Kapalua, Maui. The project area is defined as the area that extends from the existing Honolua Bridge along Honoapiilani Highway, located approximately between mile post markers 32.40 and 32.51 and is approximately 1.0 acre. The project area extends from the bridge in the following directions: 250 feet along Honoapiilani Highway in the northwest direction, 275 feet along Honoapiilani Highway in the southwest direction, 12 feet in the mauka direction, and 120 feet in the makai direction.

HDOT's letter states that the project consists of upgrading the existing Honolua Bridge as a single lane bridge. The rehabilitation of the existing bridge consists of the structure remaining 18-feet-wide and improved with a single 11-foot-wide travel lane, a 5-foot-wide shoulder for pedestrian and bike travel on the makai (ocean) side, and a 2-foot-wide shoulder on the mauka side. New concrete abutments will extend behind the existing Concrete Rock Masonry abutments which shall remain in place. The proposed bridge alignment and width will closely match the existing bridge. The new concrete deck will maintain the existing clearance over the waterway.

Exhibit 8: SHPD Letter

Additionally, the current guardrail and end treatment connections will be upgraded. The concrete parapets will be replaced with new solid concrete parapets that match the height of the existing and are compliant with the Manual for Assessing Safety Hardware. A one-foot eight-inches high metal pipe rail will be added to the top of the concrete parapet for bicyclist and pedestrian safety. Signage and striping will be required and shall comply with the HDOT Standards and the Manual on Uniform Traffic Control Devices.

Lastly, a temporary traffic detour road and temporary bridge will be constructed on the makai side of the highway right-of-way to allow the road to remain open during construction.

The efforts to identify historic properties in the project area found several historic properties or features of larger sites are within the project area. The historic properties include the Honolulu Stream Bridge as well as State Inventory of Historic Places (SIHP) No. 50-50-10-1754 (Feature 6) – a wall, SIHP No. 50-50-10-6812 – a water diversion wall, and SIHP No. 50-50-10-1471 (Feature 12) – a terrace. The SHPD notes that directly adjacent and to the left of the project area is SIHP 50-50-01-01755 – a house platform/burial complex consisting of a large walled area and comprised of ten features, just makai of the east bend of Honoapi'ilani Hwy on north side of valley.

SHPD reiterates its 2021 response to FHWA stating, "At this time, the SHPD opines SIHP No. 50-50-10-1754 and possibly SIHP No. 50-50-10-6812, depending on its period of significance, should be re-assessed for context, integrity, and significance by a person or persons qualified under the Secretary of Interior Standards for Architecture, Architectural History and/or historic Architecture, should any future projects be proposed that may impact these sites. The context of SIHP No. 50-50-10-1471, Feature 12 may also warrant re-evaluation should future projects be proposed that might impact this site" (SHPD Doc. No. 2104SH08).

An archaeological inventory survey (AIS) was conducted for the proposed project but involved a pedestrian survey only. In a previous letter related to this project, the SHPO recommended archaeological monitoring to be conducted under a SHPD-accepted Archaeological Monitoring Plan (AMP) during ground disturbing activities to identify, as well as minimize or avoid effects to, any previously unidentified subsurface historic properties that may be encountered during project work (SHPD Log No. 2018.02656, Doc. No. 1812TGM04). The FHWA, under the Section 106 historic preservation consultation process committed to preparing and submitting an AMP for SHPD's review and approval. In a letter dated June 7, 2024, the SHPO accepted the AMP prepared by Scientific Consultants Services, Inc. titled, *Archaeological Monitoring Plan for the Honoapi'ilani Highway, Rehabilitation Of Honolulu Bridge Project, Honolulu Ahupua'a, Lāhainā District (Kā'anapali Moku), Island of Maui, TMK: (2) 4-1-001:010 por.; (2) 4-2-004:032 por. (Jin and Dega, August 2022).*

HDOT has made a determination of "Effect, with proposed mitigation commitments" for the subject project stating the deterioration of Honolulu Bridge necessitates replacement of the bridge deck and parapet rails in their current alignment. HDOT states that according to the Secretary of the Interior's Standards for Rehabilitation (Standards), "where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials".

HDOT proposes the following mitigation:

1. HDOT proposes to replace historic character-defining features of the bridge in-kind to maintain the existing architectural character of the Honolulu Bridge in accordance with the Standards.
2. HDOT will document the existing bridge according to Historic American Engineering Record standards prior to the rehabilitation project.

Additionally, in an email dated August 22, 2024, the HDOT agreed to the following under the Chapter 6E historic preservation review (Email Correspondence Andrew Hirano [HDOT] and Stephanie Hacker [SHPD]):

1. A construction fence will be provided as a buffer for SIHP No. 50-50-10-1754, Feature 6. The construction fence will provide a 12.74-foot-wide buffer; the fence will be approximately 4' in height made of orange mesh with wooden/rebar stakes. The location of the construction fence will be noted on the construction drawings to be at the edge of the leased construction parcel.
2. HDOT shall provide photos of the fence installation and the start of archaeological monitoring just before the project work starts.

3. Archaeological monitoring will occur in accordance with the Jin and Dega, August 2022 AMP.

Based on the above commitments, **the SHPO concurs** with HDOT's effect determination of Effect, with proposed mitigation commitments.

The SHPO's concurrence is based on the project area defined and the written scope of work received from the HDOT. Any deviations from the scope of work or the project area requires the historic preservation review is re-opened prior to the project moving forward, to consider the potential for effects to historic properties resulting in project scope or project area revisions.

Please submit verification of the fence installation prior to the start of the project and notification at the start of archaeological monitoring via email and HICRIS. Within 30 days of completion of archaeological monitoring fieldwork, SHPD looks forward to receiving a brief archaeological monitoring letter report of findings as specified in HAR §13-282-3(f)(1). Within 60 days of the completion of archaeological monitoring field work, SHPD looks forward to receipt of an archaeological monitoring report meeting the requirements of HAR §13-279-5 for review and acceptance.

Please submit the Archaeological Monitoring Report and all forthcoming information and correspondence related to the subject project to SHPD via HICRIS under Project No. 2019PR31792 using the Project Supplement option.

Should any potential historic properties be encountered please immediately halt work in the vicinity of the find and notify the SHPD in writing for SHPD's review and approval prior to resuming work in the vicinity of the find.

The HDOT and FHWA are the offices of record for this undertaking. Please maintain a copy of this letter with your environmental review record for this undertaking.

Please contact Stephanie Hacker, Historic Preservation Archaeologist IV, at Stephanie.Hacker@hawaii.gov or at (808) 692-8046 for matters regarding archaeological resources or this letter.

Aloha,

Susan A. Lebo

Susan A. Lebo, PhD
Archaeology Branch Chief
Acting Administrator, State Historic Preservation Division

cc: Meesa Otani, FHWA (Meesa.Otani@dot.gov)
Lawrence Laus, HDOT (Lawrence.M.Laus@hawaii.gov)
Kevin Ito, HDOT (Kevin.Ito@hawaii.gov)
Kyle Shinyama, Austin, Tsutsumi & Associates, Inc. (kshinyama@atahawaii.com)
Barbara Shideler, Mason Architecture & Historic Consulting (bss@masonarch.com)
Michael Dega, Scientific Consultant Services, Inc. (mike@scshawaii.com)
Gwendolyn Rivera, Munekiyo Hiraga (gwendolyn@munekiyohiraga.com)
Trisha Watson, Honua Consulting (watson@honuaconsulting.com)

RICHARD T. BISSEN, JR.
Mayor

KATE L. K. BLYSTONE
Director

ANA LILLIS
Deputy Director



DEPARTMENT OF PLANNING
COUNTY OF MAUI
ONE MAIN PLAZA
2200 MAIN STREET, SUITE 315
WAILUKU, MAUI, HAWAII 96793

April 17, 2024

CERTIFIED MAIL: # 9589 0710 5270 1030 7895 59

Mr. Edward Sniffen, Director
State of Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Sniffen:

SUBJECT: APPROVAL OF A SPECIAL MANAGEMENT AREA (SMA) USE PERMIT TO 1) REHABILITATE HONOLUA BRIDGE LOCATED ON HONOAPHILANI HIGHWAY (ROUTE 30), AT APPROXIMATELY MILE MARKER 32 ON THE NORTHWESTERN COAST OF MAUI ISLAND, AND 2) CONSTRUCT A TEMPORARY TRAFFIC DETOUR ROAD AND TEMPORARY BRIDGE TO ALLOW THE ROAD TO REMAIN OPEN DURING THE BRIDGE REHABILITATION LOCATED AT ISLAND OF MAUI, HAWAII; TMKS: (2) 4-2-004:032 (POR.) & (2) 4-1-001:010 (POR.) (SM120200013)

At its regularly scheduled meeting, on February 27, 2024, the Maui Planning Commission (Commission) reviewed the subject request and after due deliberation, voted for approval, subject to the following conditions:

STANDARD CONDITIONS:

1. That to the satisfaction of the Planning Department (Department), construction of the proposed project shall be initiated by **March 31, 2026**. Evidence of the initiation of construction shall be submitted to the Department prior to this date. Failure to comply by this date will automatically terminate this **SMA** Use Permit unless a time-extension is requested, which should be submitted at least 60 days prior to the expiration date.
2. That to the satisfaction of the Department, the construction of the project shall be completed within two years after the date of its initiation. Evidence of the date of

MAIN LINE (808) 270-7735 / CURRENT DIVISION (808) 270-8205 / LONG RANGE DIVISION (808) 270-7214 / ZONING DIVISION (808) 270-7253

Exhibit 9: Special Management Area Permit

the completion of construction shall be submitted to the Department. Any request for a time extension should be submitted no later 90 days prior to the completion deadline. A time-extension shall be processed in accordance with the provisions of Section 12-202-17 of the **SMA** Rules. Failure to complete construction of this project within this time period may require unfinished portions of the project to obtain a new **SMA** Use Permit.

3. That the Applicant shall develop the property in substantial compliance with the representations made to the Commission in obtaining the **SMA** Use Permit. Failure to so develop the property may result in the revocation of the permit and/or other enforcement.
4. That within 180 days of completion of the project, the Applicant shall submit to the Department a report addressing its compliance with the conditions established with the subject **SMA** Use Permit. One hard copy and one digital copy shall be submitted.

PROJECT SPECIFIC CONDITIONS

1. That the Applicant shall provide the Maui Police Department and the Maui Department of Fire and Public Safety with at least 14 days notice prior to commencement of construction.
2. That the Applicant shall ensure construction and detour signage, as described in the project plans and this report, is visible and in place at all times until construction is complete. Additional signage shall list the permits associated with this project as information for the public.
3. That during construction, the Applicant shall ensure approximately 30 parking spots of a total of approximately 50 available roadside parking spots are available at all times.
4. That the Applicant shall maintain safe pedestrian access mauka and makai to Honolua Bay during all phases of construction, as reasonable.
5. That the Applicant shall implement Best Management Practices (BMPs) for silt and dust to minimize shoreline and runoff from the project area towards the marine environment.
6. That the Applicant shall ensure safe access to Honuaula Heiau for religious and ceremonial purposes, is maintained during all phases of construction.
7. That in order to avoid disturbance to Hawaiian-Hoary-bat-birthing and pup-rearing season June 1 to September 15, and to the satisfaction of the Department of Land and Natural Resources, Division of Forestry and Wildlife, the Applicant shall ensure site clearing activities associated with the project will not be scheduled from

Mr. Edward Sniffen, Director
April 17, 2024
Page 3

June 1 through September 15. Specifically, no woody plants taller than 15 feet will be disturbed, removed or trimmed during these dates.

8. That the Applicant shall ensure storage materials and heavy equipment will be contained within a construction easement obtained by the Hawaii Department of Transportation (HDOT).
9. That in order to accommodate any site condition changes and associated non-substantial scope of work changes, the Applicant may transmit these changes to the Department for assessment and approval by the Department via email documentation.
10. That the Applicant shall improve existing roadside parking conditions to minimize and mitigate the existing dirt condition of the parking area.
11. That the Applicant shall obtain all necessary permits for the proposed project and full compliance with all other applicable Federal, State, and County regulations are met

Thank you for your cooperation. If additional clarification is required, please contact Staff Planner James Buika at james.buika@mauicounty.gov or (808) 270-6271.

Sincerely,



KATE L.K. BLYSTONE
Planning Director

xc: Danny A. Dias, Planning Program Administrator (PDF)
Candace Thackerson, Environmental Planning Supervisor (PDF)
Edward Sniffen, Department of Transportation, Applicant (PDF)
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